

TITLE OR SUBJECT OF SUGGESTION Savings of Automotive Gasoline	SUGGESTION NO. 79-299
PRESENT METHOD The President has declared the current energy shortage the moral equivalent of war. So far, we have reduced heating and air conditioning in Government buildings, reduced usage of Agency vehicles on several occasions, changed to smaller vehicles to reduce gas consumption, and taken a number of other economy measures in the energy field. We are currently struggling to meet the latest Presidential direction to reduce usage by an additional 10%.	
I SUGGEST That we disconnect the air conditioning units on all vehicles other than buses and special purpose vehicles. Leaving the unit turned off is not enough as the belts still drive the unit even though it is not engaged. I am well aware that this will not be a popular idea, however, when at war one must make a sacrifice, and as we lived without air conditioned vehicles from the early 1900's until it became popular in the 1950's, we should be able to make the adjustment. All that is required is removal of the fan belt that drives the unit. At a later date, the unit can be put back in operation if the fuel situation improves. I have checked vehicles manufactured by GM, Ford, Dodge and several others and it is rather simple to remove the fan belt as it is a separate belt. I accept that it may damage the seals in the air conditioning unit, but they can be replaced if necessary. Mine has been disconnected for over one year and so far there does not appear to be any damage. There are other savings to be gained through reduction in	
ADVANTAGES I have experimented with my own vehicle and found that the gas mileage increased an average of 13.6% on a small four cylinder economy car with the air conditioning disconnected. The less mileage a vehicle gets, the greater the percentage of increase. A standard vehicle averaging 16 miles per gallon should show an increase of 18.75% in the mileage. An 18.75% increase in mileage will reduce gas consumption 18.75%, or in dollars and cents about	

FORM 244  
(2-74)

USE PREVIOUS  
EDITIONS

☐ SECRET

☐ CONFIDENTIAL

☐ ADMINISTRATIVE  
INTERNAL USE ONLY

E \_\_\_\_\_, IMPDET CL BY \_\_\_\_\_

☒ UNCLASSIFIED (47)

OL 9 2524

## ATTACHMENT

## EMPLOYEE SUGGESTION

I SUGGEST (continued from page 1)

purchase of belts, reduced repair costs, etc. However, should the President elect to make this a national policy, the potential savings would be enormous in not only money but, more important, in dependence on foreign oil.

## ADVANTAGES (continued from page 1)

fifteen cents per gallon. The General Services Administration has cognized over approximately 441,000 vehicles. When all other Federal and State vehicles are included, the number of vehicles may exceed one million. Using just half, or 500,000 vehicles, each with an average use of approximately 7000 miles per year, the total mileage of these vehicles would be approximately 3,500,000,000 miles. At a cost of 80 cents per gallon for gas, the saving of fifteen cents per gallon would amount to approximately \$32,815,500.00 per year.

BASIS FOR ESTIMATING SAVINGS

Cost of gas  $.80 \times 18.75\% = .15$  cents saving per gallon

Total estimated vehicles 500,000  $\times$  7000 est. mileage = 3,500,000,000 miles

$3,500,000,000 \div$  average mileage 16 = 218,750,000 gallons of gas

$218,750,000 \times .15 = \$32,812,500$  estimated savings

TITLE OR SUBJECT OF SUGGESTION		SUGGESTION NO.	
CIA Utilization of Public Transportation		79-302	
PRESENT METHOD			
<p>25X1 1. CIA shuttle service provides over 50 bus trips daily to Rosslyn, East, State, CHB, [ ] Chamber of Commerce, and Headquarters.</p> <p>2. Total daily mileage for these routes is greater than 800 miles per day.</p>			
SUGGEST			
<p>1. Discontinue CIA shuttle service to Rosslyn, East, State, and CHB.</p> <p>2. Reorganize shuttle routes to provide service to major bus transfer points and as soon as service is initiated in the Falls Church and Ballard Subway Stations, route shuttle service to these points.</p> <p>3. Employees would be provided: A) Bus transfer or B) Flash card and/or C) Fare card</p> <p>Shuttle drivers could provide bus transfers (requires Metro concurrence). As an alternative, bus flash cards may be issued by office to regular shuttle users and by Receptionist or Admin. clerk to occasional shuttle user. Continued -- (SEE ATTACHED SHEET)</p>			
ADVANTAGES			
<p>1. Improved access to Agency via public transportation.</p> <p>2. Conservation of energy - 400 miles 1 day saves approximately 40 gallons/day or 10,000 gallons of gasoline per year saved.</p> <p>3. Greatly reduced maintenance costs and driver requirement. 24 trips/day vs. 50+/day.</p>			
FORM 244 (3/76)	USE PREVIOUS EDITIONS	E , IMPDET CL BY	
<input type="checkbox"/> SECRET	<input type="checkbox"/> CONFIDENTIAL	<input type="checkbox"/> ADMINISTRATIVE <input type="checkbox"/> INTERNAL USE ONLY	<input type="checkbox"/> UNCLASSIFIED (47)

OL 9 2526

25X1

EMPLOYEE SUGGESTION -

I Suggest - (Continued)

4. Service based on major bus transfer points:

- (A) Glebe Road & Lee Hwy.  
(Bus service To/From Rosslyn & Subway every 15 min.)
- (B) Tysons Corner major bus transfer point  
(Bus service To/From Rosslyn & Subway every 20 min.)
- (C) Shuttle Route - every 20 minutes

25X1

TYSONS CORNER

25X1

HEADQUARTERS

LEE HWY CHAMBER OF COMMERCE

X1

Employee Suggestion -   
Attachment

I would like to propose a system by which a number of Agency employees could change from use of personal motor vehicles in going to and from work to use of buses, thereby saving gasoline and a lot of frazzled nerves in the process.

I believe a large number of CIA employees who now drive would take public transportation if it were available but for many of us in Northern Virginia there is no public bus line from near our homes to headquarters building. Yet for some of us, a very large number I suspect, transportation from home to the Pentagon by bus is possible in the morning and return over the reverse route is available at night. To make this useful to us, we need bus service from the Pentagon to and from Langley at appropriate hours in the morning and evening.

As it seems unlikely that Metro will ever establish a line between the Pentagon and Langley, why not have CIA expand its bus service to cover these hours? We would need at a minimum buses to arrive at Langley by 7:50, 8:20 and 8:50 and leave Langley by 4:40, 5:10 and 5:40. Such service would compete with no existing public transportation.

It would appear that by this rather modest addition to the Bluebird service, the agency could do wonders in getting a large number of people out of their cars and into the buses. Employees living in Alexandria, part of Arlington and much of Fairfax County would appear to be candidates for the service. The plan might also appeal to some residents of the District who are similarly ill-served by public transportation but who could take Metro to the Pentagon.

The Agency, by taking this action would not only help conserve energy and improve the morale of many of us who no longer view the daily trip by auto to and from work with enthusiasm, but would be reacting directly to the President's directive that government employees be encouraged to make use of public transportation.

At the very least, the Agency could conduct a survey to see how many employees would be interested in participating in such a system.

TITLE OR SUBJECT OF SUGGESTION

Additional Bus Service to Pentagon

SUGGESTION NO.

79-314

PRESENT METHOD

See attachment.

SUGGEST

See attachment.

ADVANTAGES

See attachment.

FORM 244  
(3/76)

USE PREVIOUS  
EDITIONS

☐ SECRET

☐ CONFIDENTIAL

☒ ADMINISTRATIVE  
INTERNAL USE ONLY

E \_\_\_\_\_, IMPDET CL BY \_\_\_\_\_

☐ UNCLASSIFIED

(47)

OL 9 2869